

## REMARKS

Applicant has carefully studied the outstanding Official Action in the present application. The present response is intended to be fully responsive to all points of rejection raised by the Examiner and is believed to place the application in condition for allowance. Favorable reconsideration and allowance of the application are respectfully requested.

Claims 23-38, 42-50, and 56-63 stand rejected under 35 U.S.C. 102(b) as being anticipated over by Hirshberg (US 5,289,369). Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location.

Applicants express their appreciation to Examiner Romain Jeanty for the courtesy of an interview which was granted to applicants' representative, Sanford T. Colb (Reg. No. 26,856). The interview was held at the USPTO on August 30, 2004. The substance of the interview is set forth in the Interview Summary.

In the interview, claims 23, 24, 42, 56 and 59 were discussed vis-à-vis the prior art of Hirshberg. The Interview Summary Record states, in relevant part, "Applicant's representative argued in claim 23 that Hirshberg does not teach providing a billing data output in respect of the vehicle service which is dependent only on at least one of the time the vehicle is being operated and where said vehicle is located when it is being operated and in claim 24 sensing only the time the vehicle is being operated."

Claims 1-22, 25, 28-42, 46-55 and 59-63 have been cancelled without prejudice.

Claims 23, 24, 26, 43-45, 56 and 58 have been amended to more clearly define the present invention. Support for the amendments to the claims can be found in Fig. 7A and in the specification on page 26, line 30. Applicant has also added claims 64-93. Support for claims 64-93 is found in Fig. 7A and in the specification on page 23, line 19 – page 26, line 32.

It is respectfully submitted that claims 23-24, 26-27, 43-45, 56-58 and 64-93 are patentable over Hirshberg for the reasons set forth hereinbelow.

Claim 23 has been amended to recite that the billing data output is dependent on the time during which the vehicle is being operated and is not dependent



on any other input received from a vehicle-mounted sensor. This is not the case in Hirshberg, where the billing data output is not dependent on the operation of the vehicle, but rather on the rental period (col. 2, line 30-35). Applicant respectfully submits that claim 23 is thus patentable over Hirshberg.

Claim 24 has been amended to recite "at least one sensor on board a vehicle and automatically sensing only the time during which said vehicle is being operated." As stated hereinabove, Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location. Hirschberg does not show or suggest a sensor that senses only the time during which the vehicle is being operated, rather Hirshberg senses location of the vehicle and service requirements of the vehicle. Additionally, claim 24 recites that the billing data output is dependent on the time during which the vehicle is being operated. This is not the case in Hirshberg, where the billing data output is not dependent on the operation of the vehicle, rather on the rental period (col. 2, line 30-35). Applicant respectfully submits that claim 24 is thus patentable over Hirshberg.

Claim 56 has been amended to recite "automatically sensing the time during which said vehicle is being operated." As stated hereinabove, Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location. Hirschberg does not show or suggest sensing the time during which a vehicle is being operated, rather Hirshberg senses location of the vehicle and service requirements of the vehicle. Additionally, claim 56 recites that the billing data output is dependent on the time during which the vehicle is being operated and is not dependent on any other input automatically sensed by a vehicle-mounted sensor. This is not the case in Hirshberg, where the billing data output is not dependent on the operation of the vehicle, rather on the rental period (col. 2, line 30-35). Applicant respectfully submits that claim 56 is thus patentable over Hirshberg.

New claim 64 recites "automatically sensing the time during which said vehicle is being operated." As stated hereinabove, Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location. Hirschberg does not show or suggest sensing the time during which a vehicle is being operated, rather Hirshberg senses



location of the vehicle and service requirements of the vehicle. Claim 64 also recites "providing a billing data output in respect of a vehicle-related insurance fee which is dependent on the time during which said vehicle is being operated." Hirshberg does not show or suggest providing a billing data output as recited in claim 64. Applicant respectfully submits that claim 64 is thus patentable over Hirshberg.

New claim 82 recites "automatically sensing only the time during which said vehicle is being operated." As stated hereinabove, Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location. Hirschberg does not show or suggest sensing the time during which a vehicle is being operated, rather Hirshberg senses location of the vehicle and service requirements of the vehicle. Claim 82 also recites "providing a billing data output in respect of a vehicle services which is dependent on the time during which said vehicle is being operated." Hirshberg does not show or suggest providing a billing data output as recited in claim 82. Applicant respectfully submits that claim 82 is thus patentable over Hirshberg.

New claim 83 recites "automatically sensing the time during which said vehicle is being operated." As stated hereinabove, Hirshberg describes a car-rental system which monitors various vehicle parameters and the vehicle location and transmits this information to a central location. Hirschberg does not show or suggest sensing the time during which a vehicle is being operated, rather Hirshberg senses location of the vehicle and service requirements of the vehicle. Claim 83 also recites "providing a billing data output in respect of a vehicle-related insurance fee which is dependent on the time during which said vehicle is being operated." Hirshberg does not show or suggest providing a billing data output as recited in claim 83. Applicant respectfully submits that claim 83 is thus patentable over Hirshberg.

Applicant respectfully submits that independent claims 23, 24, 56, 64, 82 and 83 are thus patentable. Dependent claims 26-27, 43-45, 57-58, 65-81 and 84-93 each depend directly or ultimately from one of these independent claims and are therefore deemed patentable.

Applicant reserves the right to pursue the claims as filed in the context of a continuation application.

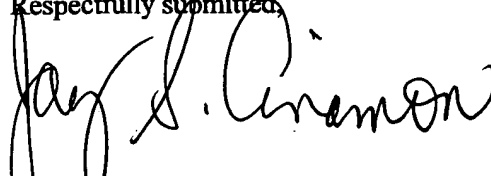
Applicant has carefully studied the remaining prior art of record herein



and concludes that the invention as described and claimed in the present application is neither shown in nor suggested by the cited art.

In view of the foregoing amendments, all of the claims are deemed to be allowable. Favorable reconsideration and allowance of the application are respectfully requested.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jay S. Cinamon". The signature is fluid and cursive, with the first name "Jay" being more prominent.

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